Agenda – Executive Policy Committee – May 22, 2013

REPORTS

Item No. 2 Downtown Taxi Strategy

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That:

1) Council authorize removal of on-street parking to create the five additional taxi stands at the metered locations outlined in Appendices A and B as part of a pilot project, with the Public Service to report on the results by September 2015;

2) Council amend the Traffic By-law (draft amending By-law attached as Appendix D) to clearly define the parking restrictions relating to taxi stands, including limits on how long a taxi may remain unoccupied in a taxi stand, said amendments to be operationalized by the Public Service upon approval of the relevant signs by the Highway Traffic Board;

3) Council approve a pilot project in which the Public Service, in consultation with the taxicab industry, and upon approval of the relevant signs by the Highway Traffic Board, will designate loading zones in the downtown and Exchange District as taxi stands from 22:00 to 03:00 when the loading zones are not in use, with the Public Service to report on the results by September 2015;

4) Council receive the following as information:

    a) The Public Service, under the leadership of the Winnipeg Parking Authority, is continuing to develop a comprehensive taxi strategy that, in the long term, meets the goals of the Transportation Master Plan and the Downtown Parking Strategy.

Agenda – Executive Policy Committee – May 22, 2013

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On February 22, 2013, the Executive Policy Committee laid over the matter for ninety (90) days.

On January 23, 2013, the Executive Policy Committee laid over the matter for 30 days.

COUNCIL DECISION:

On September 27, 2012, Council passed the following motion, namely:

Moved by His Worship Mayor Katz,
Seconded by Councillor Swandel,

WHEREAS the taxi cab industry is a vital component of an effective transportation network in the City of Winnipeg;

AND WHEREAS the Council adopted Transportation Master Plan included an enabling strategy to 'seek to improve access and efficiency of the taxi system by expanding on-street taxi zones';

AND WHEREAS the Council adopted Downtown Parking Strategy included an enabling strategy to 'Investigate other demand-side strategies to provide a diverse range of short-distance Downtown transportation options that enhance mobility. These areas would require collaboration with service providers, regulatory agencies and others. Areas of potential include bike and transit integration with parking facilities, point-to-point shuttle services and improved taxi service;'

THEREFORE BE IT RESOLVED THAT the Public Service be directed to work with the appropriate civic departments and key stakeholders to develop a downtown taxi strategy including but not limited to investigating converting loading zones in the downtown to be used as afterhours taxi stands, examining the potential use of taxis in fire lanes, and increasing the amount of taxi stands in the downtown;

AND BE IT FURTHER RESOLVED THAT that the Public Service explore taxi stands citywide at shopping centres and larger commercial areas including examining the potential use of taxis in fire lanes;

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND BE IT FURTHER RESOLVED THAT the Public Service report back to Executive Policy Committee within 120 days.

ADMINISTRATIVE REPORT

Title: **Taxicab Strategy – Initial Steps**

Critical Path: Executive Policy Committee, Council

AUTHORIZATION

Author	Department Head	CFO	CAO
C. Stewart, WPA	R. Topolniski, WPA	M. Ruta	D. Joshi

RECOMMENDATION

That:

1) Council authorize removal of on-street parking to create the five additional taxi stands at the metered locations outlined in Appendices A and B as part of a pilot project, with the Public Service to report on the results by September 2015;
2) Council amend the Traffic By-law (draft amending By-law attached as Appendix D) to clearly define the parking restrictions relating to taxi stands, including limits on how long a taxi may remain unoccupied in a taxi stand, said amendments to be operationalized by the Public Service upon approval of the relevant signs by the Highway Traffic Board;
3) Council approve a pilot project in which the Public Service, in consultation with the taxicab industry, and upon approval of the relevant signs by the Highway Traffic Board, will designate loading zones in the downtown and Exchange District as taxi stands from 22:00 to 03:00 when the loading zones are not in use, with the Public Service to report on the results by September 2015;
4) Council receive the following as information:
    a) The Public Service, under the leadership of the Winnipeg Parking Authority, is continuing to develop a comprehensive taxi strategy that, in the long term, meets the goals of the Transportation Master Plan and the Downtown Parking Strategy.

REASON FOR THE REPORT

On September, 27, 2012, Council passed the following motion requested the Public Service report back to the Executive Policy Committee within 120 days.

WHEREAS the taxi cab industry is a vital component of an effective transportation network in the City of Winnipeg;

AND WHEREAS the Council adopted Transportation Master Plan included an enabling strategy To 'seek to improve access and efficiency of the taxi system by expanding on-street taxi zones';

AND WHEREAS the Council adopted Downtown Parking Strategy included an enabling strategy to 'Investigate other demand-side strategies to provide a diverse range of short-distance Downtown transportation options that enhance mobility. These areas would require collaboration with service providers, regulatory agencies and others. Areas of potential include bike and transit integration with parking facilities, point-to-point shuttle services and improved taxi service;'

THEREFORE BE IT RESOLVED THAT the Public Service be directed to work with the appropriate civic departments and key stakeholders to develop a downtown taxi strategy including but not limited to investigating converting loading zones in the downtown to be used as afterhours taxi stands, examining the potential use of taxis in fire lanes, and increasing the amount of taxi stands in the downtown;

AND BE IT FURTHER RESOLVED THAT that the Public Service explore taxi stands citywide at shopping centres and larger commercial areas including examining the potential use of taxis in fire lanes.

On February 22, 2013, The Executive Policy Committee laid over the matter for ninety (90) days.

On January 23, 2013, the Executive Policy Committee laid over the matter for 30 days.

IMPLICATIONS OF THE RECOMMENDATION

Recommendation 1 – Approval of the recommendation to create five additional taxi stands at metered locations will result in a loss of revenue from the on-street metered locations of approximately $25,000 per year. Existing taxi stands currently represent a $40,000 loss in meter revenue.

Recommendation 2 – Approval of the bylaw amendments will more clearly identify the parking restrictions relating to taxi stands, resulting in a greater level of service to the citizens of Winnipeg.

Recommendation 3 – Implementation of the recommendation can be accomplished in a reasonably quick timeframe with the resulting increase in availability of additional taxi stands in specified areas where there is a high demand. This will allow the City to alleviate immediate concerns of the taxi industry while working on a long-term Taxicab Strategy that meets the goals of the Transportation Master Plan.

HISTORY

As a result of concerns raised by the taxi industry, City Council considered the issue of taxicabs in the downtown and, on September 27, 2012, passed the following motion:

WHEREAS the taxi cab industry is a vital component of an effective transportation network in the City of Winnipeg;

AND WHEREAS the council adopted Transportation Master Plan included an enabling strategy to 'seek to improve access and efficiency of the taxi system by expanding on-street taxi zones';

AND WHEREAS the council adopted Downtown Parking Strategy included an enabling strategy to 'Investigate other demand-side strategies to provide a diverse range of short-distance Downtown transportation options that enhance mobility. These areas would require collaboration with service providers, regulatory agencies and others. Areas of potential include bike and transit integration with parking facilities, point-to-point shuttle services and improved taxi service;'

THEREFORE BE IT RESOLVED THAT the Public Service be directed to work with the appropriate civic departments and key stakeholders to develop a downtown taxi strategy including but not limited to investigating converting loading zones in the downtown to be used as afterhours taxi stands, examining the potential use of taxis in fire lanes, and increasing the amount of taxi stands in the downtown;

AND BE IT FURTHER RESOLVED THAT the Public Service explore taxi stands citywide at shopping centres and larger commercial areas including examining the potential use of taxis in fire lanes;

AND BE IT FURTHER RESOLVED THAT the Public Service report back to Executive Policy Committee within 120 days.

Consultation

The Winnipeg Parking Authority, in conjunction with the Department of Public Works and the Winnipeg Fire Paramedic Service extended an invitation to the taxicab board and the three major providers of taxi service in the city (Unicity Taxi, Duffy's Taxi, Spring Taxi) to discuss their needs and concerns. The WPA has met with Unicity Taxi and Duffy's Taxi. Letters of support in relation to the recommendations in this report are attached at Appendix E. Additionally, the WPA consulted with the Downtown BIZ, the Exchange BIZ, the Taxicab Board and the Taxicab Task Force headed by Economic Development Winnipeg which comprised representatives of business, the tourism industry, hoteliers, restaurateurs and the Canadian Museum for Human Rights.

A number of issues were raised in the discussions. These issues included the need for additional on-street taxi stands (addressed in this report), taxi stands on private property (to be reviewed by Planning, Property and Development), use of loading zones as taxi stands off-hours (addressed in this report), the Downtown-Airport Route (being addressed by Public Works), use of fire lanes (multi-Department review) and three traffic operations questions (being addressed by Public Works).

Taxi Stands

Currently, there are 12 taxi stands located on the public right of way in downtown Winnipeg. Of these, 7 are located in on-street locations where metered parking is in effect. These taxi stands comprise 14 on-street spaces, all within the high demand areas, representing a loss of revenue of approximately $40,000 per year.

Designation of additional taxi stands at on-street locations can be authorized by the Public Works Department; however, it has revenue implications for the Winnipeg Parking Authority. The request from the taxi industry currently includes five on-street locations in metered areas and one location in a loading zone comprising 11 additional spaces. Four of these locations are located within high demand zones. Removal of these metered spaces results in a potential loss of revenue of approximately $25,000 annually. A list of the taxi stands requested is attached at Appendix A and a map of existing and additional taxi stands to be implemented as part of the pilot project which are within the City's control is attached at Appendix B.

In addition to locations on City of Winnipeg streets, the taxi industry requested additional taxi stands on private roads under the control of Forks – North Portage and the industry will be advised to deal directly with FNP with respect to this request.

Loading Zones

Currently, there are a number of loading zones which are adjacent to, or in close proximity to, a number of entertainment venues in the downtown and Exchange District. As the businesses these loading zones serve typically do not operate in the evening a number of these loading zones remain empty outside of 'normal' business hours. As part of the review of loading zones by the WPA, a number of loading zones have been converted from 24 hours to the business hours of the adjacent businesses. However, this process is still ongoing and presents the opportunity to address concerns regarding safe locations to pick up fares raised by the taxicab industry.

Designation of certain times when a loading zone would instead be considered a taxi stand would provide additional spaces for taxicabs to pick up fares without impacting the existing on-street parking inventory. A one year pilot project at selected locations will allow the WPA to assess the value of these locations and their impact on parking and, in conjunction with other civic departments, traffic flow.

Through consultation with the taxi industry a number of locations of high ‘after hours’ demand have been identified as locations where taxi stands would be of benefit. These locations are outlined at Appendix C.

The Public Service will report to Council on the results of the pilot project by September 2015.

Signage

The Public Service will shortly initiate an application to the Highway Traffic Board for official approval of signs denoting taxi stands. This application will seek approval for signs which indicate the times when a taxi stand is in effect and signs which prohibit taxis from being left unoccupied for more than specific periods of time. It is expected that this approval will take about six months.

Traffic Bylaw Amendment

Amendment of the bylaw will allow for greater definition of the appropriate use of taxi stands, both by the public and by the taxi industry. The amendments provide that only taxis displaying a taxicab licence will be allowed to park at a taxi stand. In addition, taxis will not be allowed to park unoccupied for more than 15 minutes or some other time posted on the taxi stand signs. The amendment to the bylaw is contained at Appendix D.

Fire Lanes/Private Property

As the creation of taxi stands on private property and possible use of fire lanes as taxi stands require significant additional consultation with the Winnipeg Fire Paramedic Service, the zoning section of Planning, Property and Development and private property owners and managers, these items will be addressed during the development of the long term parking strategy as outlined in Recommendation 4.

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 16, 2013

Project Name: **First Year of Program** **2013**

Taxicab Strategy - Initial Steps

	2013	2014	2015	2016	2017
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs					
Less: Incremental Revenue/Recovery	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
Net Cost/(Benefit)	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000

Additional Comments:

The above analysis reflects the loss of revenue associated with the taxi industry's request of 5 additional on-street locations comprising of 10 additional spaces. Four of these locations are located within high demand zones, resulting in a potential loss of revenue of approximately $25,000 annually if the spaces are taken out of the metered inventory.

Original signed by
Karen Ayotte, CGA
Acting Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:

Public Works
Winnipeg Fire Paramedic Service
Planning, Property & Development
Legal Services

SUBMITTED BY

Department: Winnipeg Parking Authority
Division
Prepared by: Colin Stewart
Date: May 16, 2013
File No.

Appendix A
Proposed Additional Taxi Stands

Taxi Stand Locations on City of Winnipeg Streets

Location	Spaces	Metered Spaces	Remarks
Kennedy, east side, S of Graham	1	Loading Zone	Medical Arts Building
Hargrave, east side, N of St. Mary	2	Metered	exists as evening taxi stand
Donald, west side, S of Graham	2	Metered	CityPlace entrance, LZ & Metered
Portage, south side, W of Hargrave	2	Metered	Newport Centre building
William, west of Sherbrooke	2	Metered	Health Sciences Centre
William Stephenson Way, at Shaw Park	2	Metered	N side is LZ, S side is metered

Taxi Stand Locations on Private Property

Location	Spaces	Metered Spaces	Remarks
Place Promenade	2	Fire Lane	FNP Controlled Road
Waterfront Drive, s of Wm Stephenson	2	Private Meter	FNP Controlled Road, at CMHR
Forks Market Road	2	Private Meter	FNP Controlled Road

Taxi Stand locations which can not be granted

Location	Spaces	Reason for Denial of Request
Colony, west side, N of Portage	2	Holiday Inn, location is public lane adjacent to hotel
Donald, west side, S of Portage	2	Location is Disabled Loading Zone adjacent to MTS Centre

Appendix B
Existing and Additional Taxi Stands in downtown



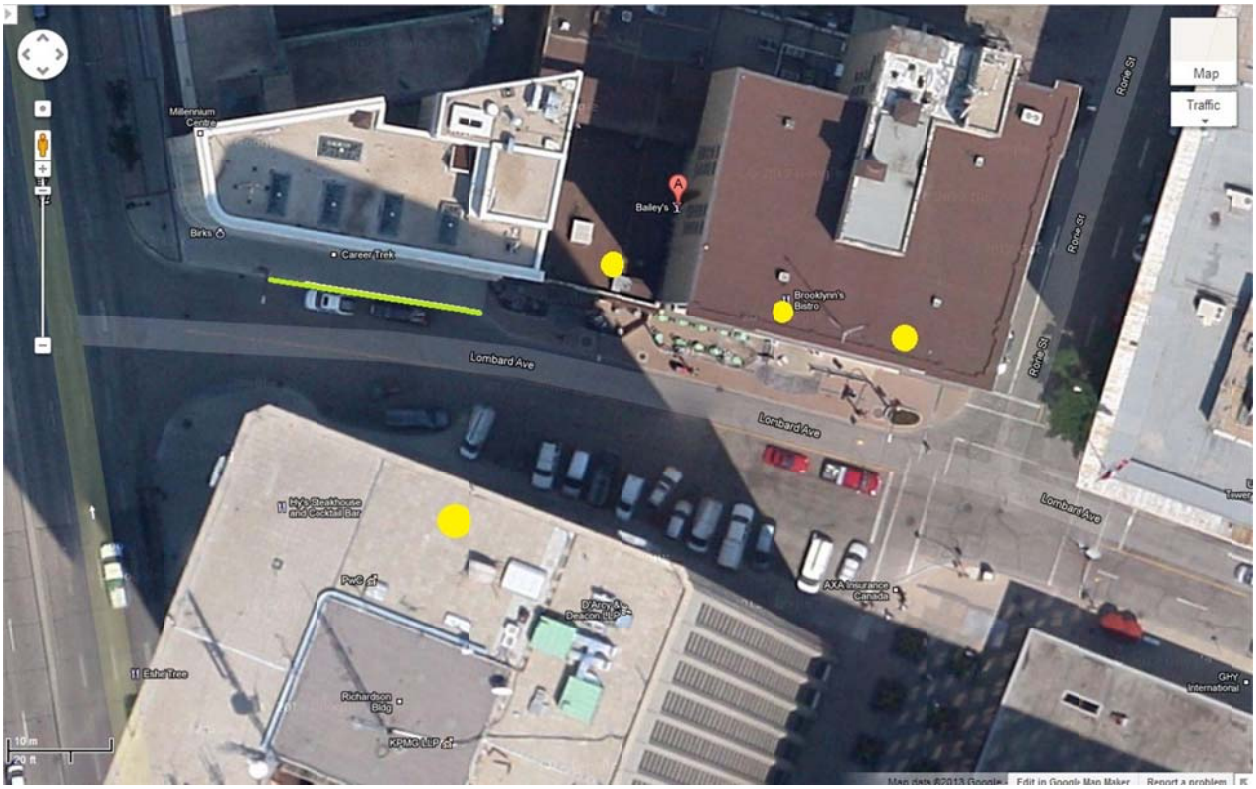
Additional Taxi Stand Location – Health Sciences Centre (final location to be confirmed upon completion of new hospital construction)



Appendix C

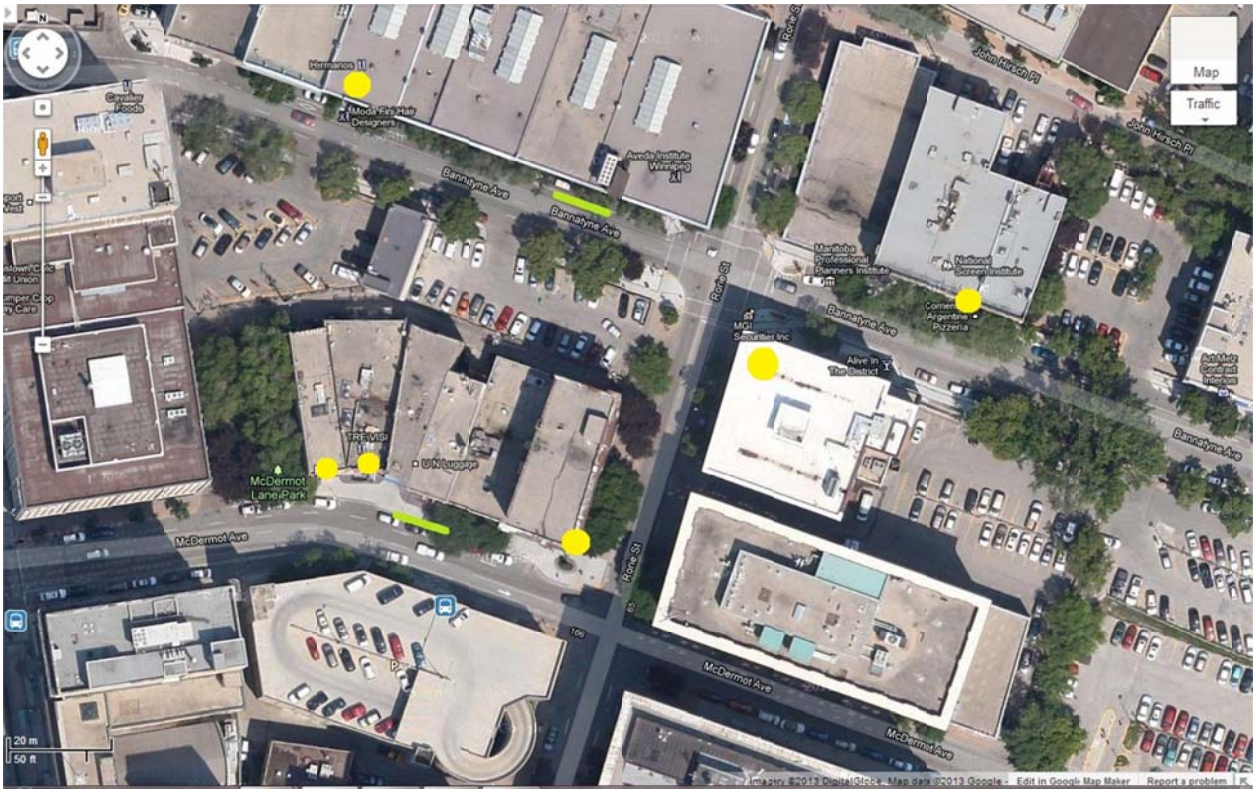
Locations for ‘After Hours Taxi Stand’ Pilot Project.

1. East Exchange on Lombard
    - Serves Bailey’s, Hy’s Steak Loft, Brooklyn Diner, BOA

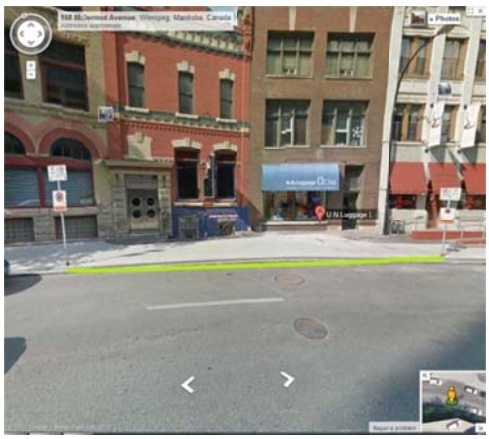




2. East Exchange, near Rorie
    - McDermot Avenue location serves Johnny G's, TreVisi
    - Banntyne location serves Alive in the District, Hermano's and Corrientes



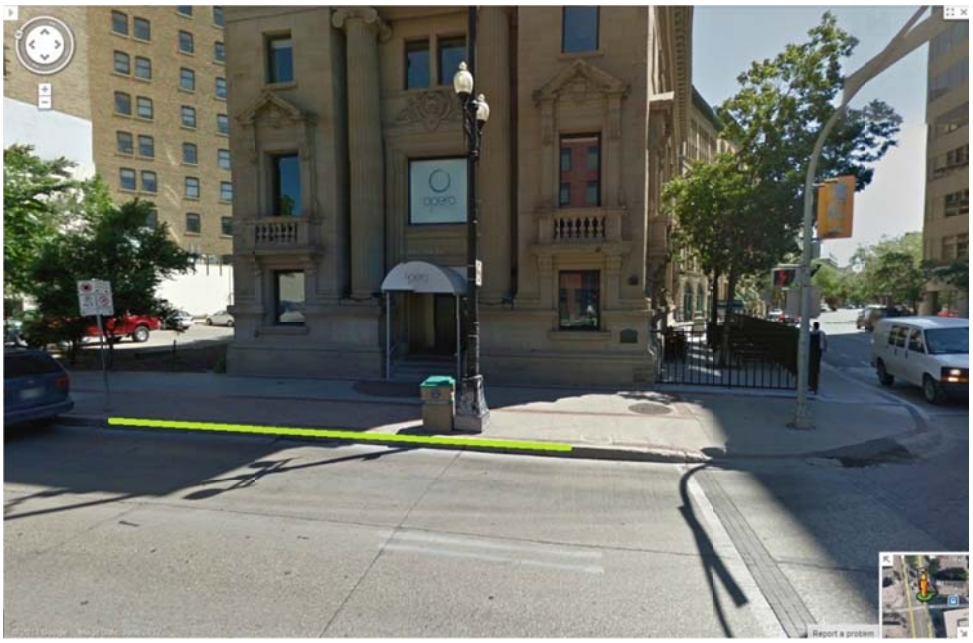




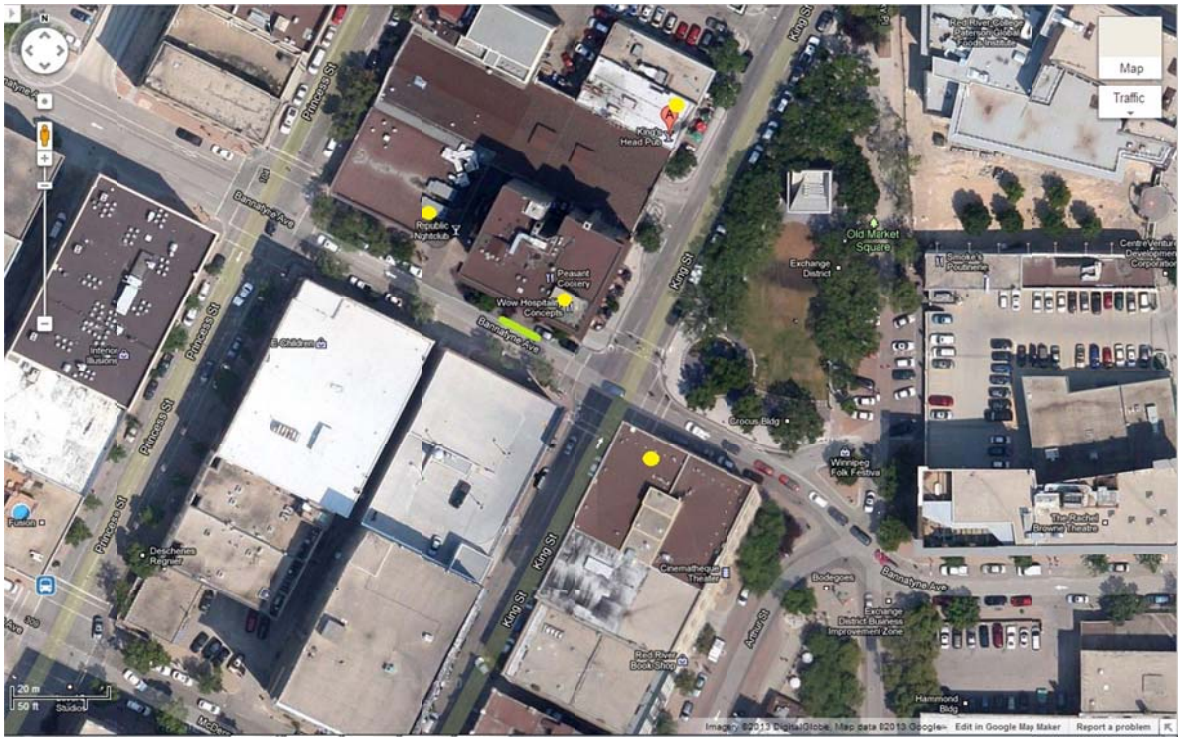
3. Main Street
    - Serves Whiskey Dix (south bound) and Opera (north bound)
    - North bound location also serves Rachel Browne Theatre

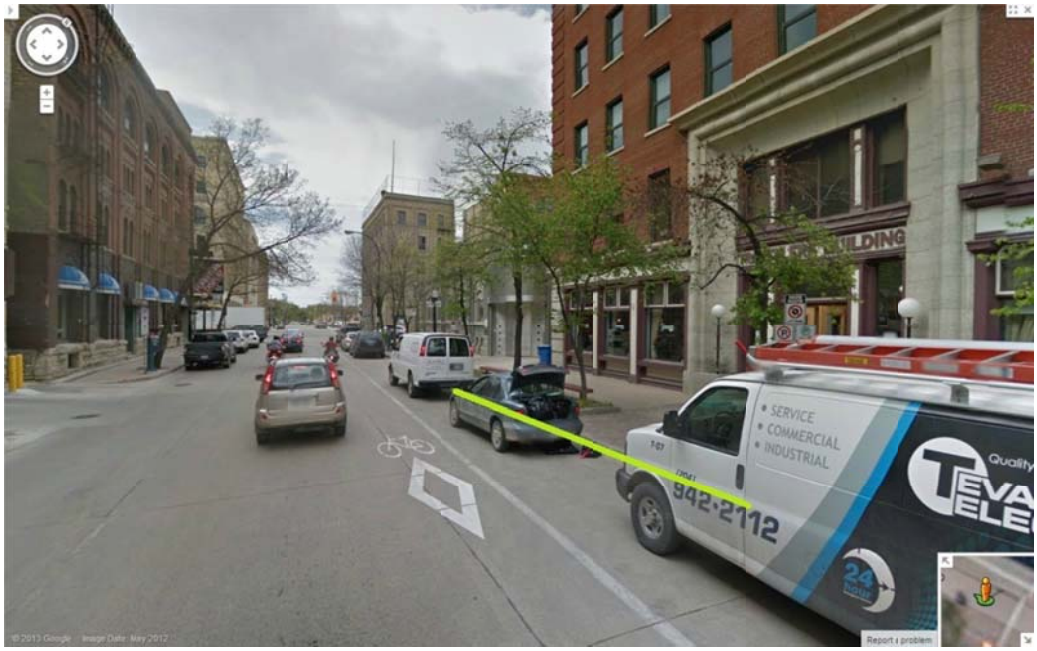



Main Street, Winnipeg, Manitoba, Canada
Photos
Report a problem


Report a problem

4. West Exchange on Bannatyne
   - Serves King's Head Pub, Republic Nightclub, Peasant Cookery and Cinematheque/ArtSpace





5. Palomino Club
    - Identified by taxi industry as location of high demand
    - 2 available locations:
        - on Portage (may present traffic flow issues); or
        - on Minto (may present issues for residential area)







Appendix D

THE CITY OF WINNIPEG

BY-LAW NO.

A By-law of THE CITY OF WINNIPEG to amend the Traffic By-law and the Parking Meter By-law

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

Traffic By-law amended

1 The Traffic By-law No. 1573/77 is amended by

(a) adding the following definition in alphabetical order to subsection 2(2):

"taxi stand" *means that portion of the roadway adjacent to the curb designated as such by traffic control devices;*

(b) adding the following clause to section 28:

(d) in a taxi stand, unless

(i) the vehicle is a taxicab displaying a valid taxicab business licence issued by the Taxicab Board; and

(ii) the taxicab is not left unoccupied for longer than 15 minutes or such other period of time as may be specified on the traffic control devices designating the taxi stand.

DONE AND PASSED, this day of , 2013.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Chief Operating Officer
Winnipeg Parking Authority

Approved as to form:

_____
For Director of Legal Services/City Solicitor

Appendix E

Letters of Support for Recommendations

Winnipeg

Winnipeg Parking Authority • Direction du stationnement de Winnipeg

May 13, 2013

Re: Taxi Stands on City of Winnipeg Streets

This letter will acknowledge that Unicity Taxi understands and supports the following recommendations that will be made to Winnipeg City Council by the Winnipeg Parking Authority:

a) Removal of on-street parking to create five additional taxi stands at metered locations;
b) Amendment of the Traffic Bylaw to clearly define the following parking restrictions relating to taxi stands:
   i. Only vehicles bearing a valid taxi licence issued under the authority of the Taxicab board may use a taxi stand;
   ii. The taxicab may not be unoccupied for more than 15 minutes unless otherwise posted on the sign;
c) Establishment of a pilot project designating loading zones in certain locations as taxi stands from 22:00 to 03:00; and
d) Continued development of a comprehensive taxi strategy that meets the goals of the City of Winnipeg's Transportation Master Plan and Downtown Parking Strategy.

Additionally, Unicity Taxi recognizes that the addition of new taxi stands and the designation of certain loading zones as taxi stands from 22:00 to 03:00 is a two year pilot project and that, upon completion of the two year period, the project will be evaluated and may or may not be continued.

Gsmanigob PRESIDENT
Authorized Representative
Unicity Taxi

Embrace the Spirit • Vivez l'esprit

495 Portage Avenue • 495, Avenue Portage • Winnipeg • Manitoba R3B 2E4
http://www.theparkingstore.winnipeg.ca

Winnipeg

Winnipeg Parking Authority • Direction du stationnement de Winnipeg

May 13, 2013

Re: Taxi Stands on City of Winnipeg Streets

This letter will acknowledge that Duffy's Taxi understands and supports the following recommendations that will be made to Winnipeg City Council by the Winnipeg Parking Authority:

a) Removal of on-street parking to create five additional taxi stands at metered locations;
b) Amendment of the Traffic Bylaw to clearly define the following parking restrictions relating to taxi stands:
    i. Only vehicles bearing a valid taxi licence issued under the authority of the Taxicab board may use a taxi stand;
    ii. The taxicab may not be unoccupied for more than 15 minutes unless otherwise posted on the sign;
c) Establishment of a pilot project designating loading zones in certain locations as taxi stands from 22:00 to 03:00; and
d) Continued development of a comprehensive taxi strategy that meets the goals of the City of Winnipeg's Transportation Master Plan and Downtown Parking Strategy.

Additionally, Duffy's Taxi recognizes that the addition of new taxi stands and the designation of certain loading zones as taxi stands from 22:00 to 03:00 is a two year pilot project and that, upon completion of the two year period, the project will be evaluated and may or may not be continued.

Authorized Representative
Duffy's Taxi